

PROPOSAL RATING AND RANKING SUMMARY

MAINTENANCE OF TRAFFIC

4 DECEMBER 2009

Rating Summary

The Department received three strong proposals in response to the RFP. All three proposals demonstrated careful consideration to the maintenance of traffic during the reconstruction of I-15 that meet or exceed the Project's goals, values and requirements. The following common proposal elements are examples consistent with this assessment:

- Meeting or exceeding the minimum lane requirements for reconstruction of I-15;
- Exceeding the requirements for long term full closures of interchange cross streets, non-interchange cross streets and ramps;
- Consideration to maintaining regional mobility throughout construction; and,
- A well-defined draft Traffic Management Plan.

Criteria Group	Flatiron Skanska Zachry	Provo River Constructors	Timpanogos Transportation Constructors
High	Exceptional	Exceptional	Very Good
Medium	Exceptional	Good	Exceptional
Low	Very Good	Exceptional	Very Good

The Maintenance of Traffic Team evaluated each of the proposals to assess strengths and weaknesses according to the evaluation criteria listed in Section 4.5.2, "Minimize Inconvenience to the Public" in the Instructions to Proposers. The noted strengths and weaknesses were then evaluated against the Project goals and values to determine adjectival ratings for each proposer in the High, Medium, and Low criteria groups. This process resulted in the following adjectival ratings:

These ratings are supported by the attached Strengths and Weaknesses tables.

Rating Summary with Ranking

High Criteria (PRC & FSZ both rated Exceptional) – PRC ranked above FSZ (significant difference)

FSZ and PRC each received an Exceptional rating in the High criteria group. The High criteria group included: Duration of Closures (Form F) and Regional Mobility (Paramics). The Maintenance of Traffic Team determined that while both proposals meet or exceed the Project goals, values and requirements, there is a significant difference between the proposals in the High criteria group for the following reasons:

- The full and partial closures proposed by PRC are significantly less than FSZ for I-15 mainline and ramps. FSZ proposes more than three times as many days of partial mainline closure than does PRC. PRC's approach has the following advantages over the FSZ proposal:
 - Minimizes closures on I-15 and the ramps which encourages freeway trips to stay on the freeway. FSZ's approach requires some diversion from I-15 around the northbound two-lane section in Orem to be successful.
 - Provides flexibility to serve peaks in mainline traffic volume that happen daily, but especially on weekends, holidays, and special events; and
 - Enhances the ability to manage traffic during incidents, especially incidents that block one or more travel lanes.

Medium Criteria (FSZ & TTC both rated Exceptional) – FSZ ranked above TTC (slight difference)

FSZ and TTC each received an Exceptional rating in the Medium criteria group. The Medium criteria group included only the Phasing Plan. Each proposal specified segments that were delivered early. Each proposal identified logical construction sequencing, including specifics for University Parkway. The Maintenance of Traffic Team believes that both proposals contain phasing logic and complexity that meet or exceed the Project goals, values and requirements. However, we believe that the logic of FSZ's proposal is slightly better than TTC's in the Medium criteria group for the following reason:

- FSZ's phasing plan provides useful segments earlier in the project. FSZ delivers I-15 mainline between Geneva Road and the north terminus one year sooner than TTC.

Low Criteria (TTC & FSZ both rated Very Good) – TTC ranked above FSZ (moderate difference)

TTC and FSZ each received a Very Good rating in the Low criteria group. The Low criteria group included: Detour Plans and Draft Traffic Management Plans (TMP). The Maintenance of Traffic Team believes that while both proposals have strengths that outweigh weaknesses, there is a moderate difference between the proposals in the Low criteria group for the following reasons:

- TTC's draft TMP had a more comprehensive package of strategies to improve regional mobility than did FSZ's draft TMP.
- TTC's process to produce MOT plans was superior for the following reasons:
 - The two-step process to develop MOT plans proposed by TTC will increase the quality of those plans; and
 - Weekly drive-throughs with the Traffic Control Supervisor and UDOT provides an opportunity for direct feedback, facilitating timely improvements.

Maintenance of Traffic Team:

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